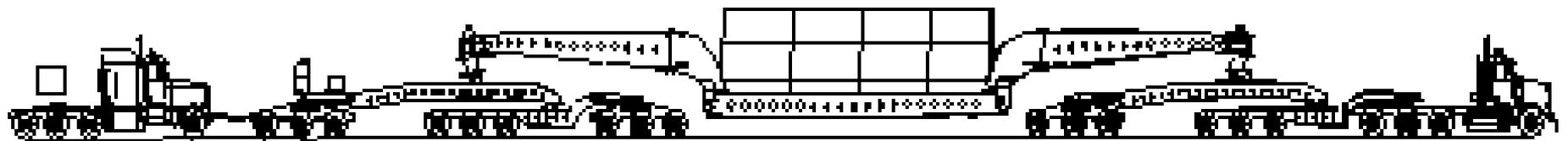




Intercession City, Florida
November 17, 2000
Introduction





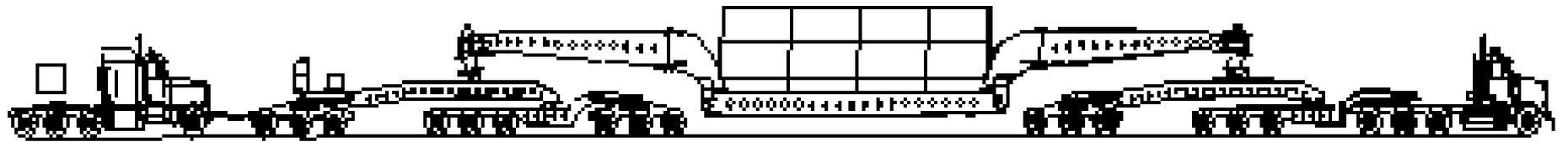
NVA



CANE ISLAND POWER PARK
6075 OLD TAMPA HIGHWAY











- Intercession City, Florida
November 30, 1993







Accident Similarities

- Both accidents involved oversize/overweight loads.
- Both accidents occurred during a construction phase at the Cane Island Power Park owned and operated by the KUA and the Florida Municipal Power Agency.
- During both accidents KUA had representatives at the crossing.
- CSXT railroad was not notified to arrange safe passage for both long and slow-moving vehicles.



Parties



- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Federal Railroad Administration
- Florida Department of Transportation
- Kissimmee Utility Authority
- Black & Veatch Corporation
- Thermal Engineering International



Parties Continued



Specialized Carriers & Rigging
Association

Amtrak

CSX Transportation, Inc.

Molnar Heavy Haul Company



Staff (On-Scene)

- Ron Robinson
Rivy Oseni
Bill Walker (Retired)
Ron Hynes
Ruben Payan
Robert Accetta
Mark Bagnard
David Case



Staff (Report Development)

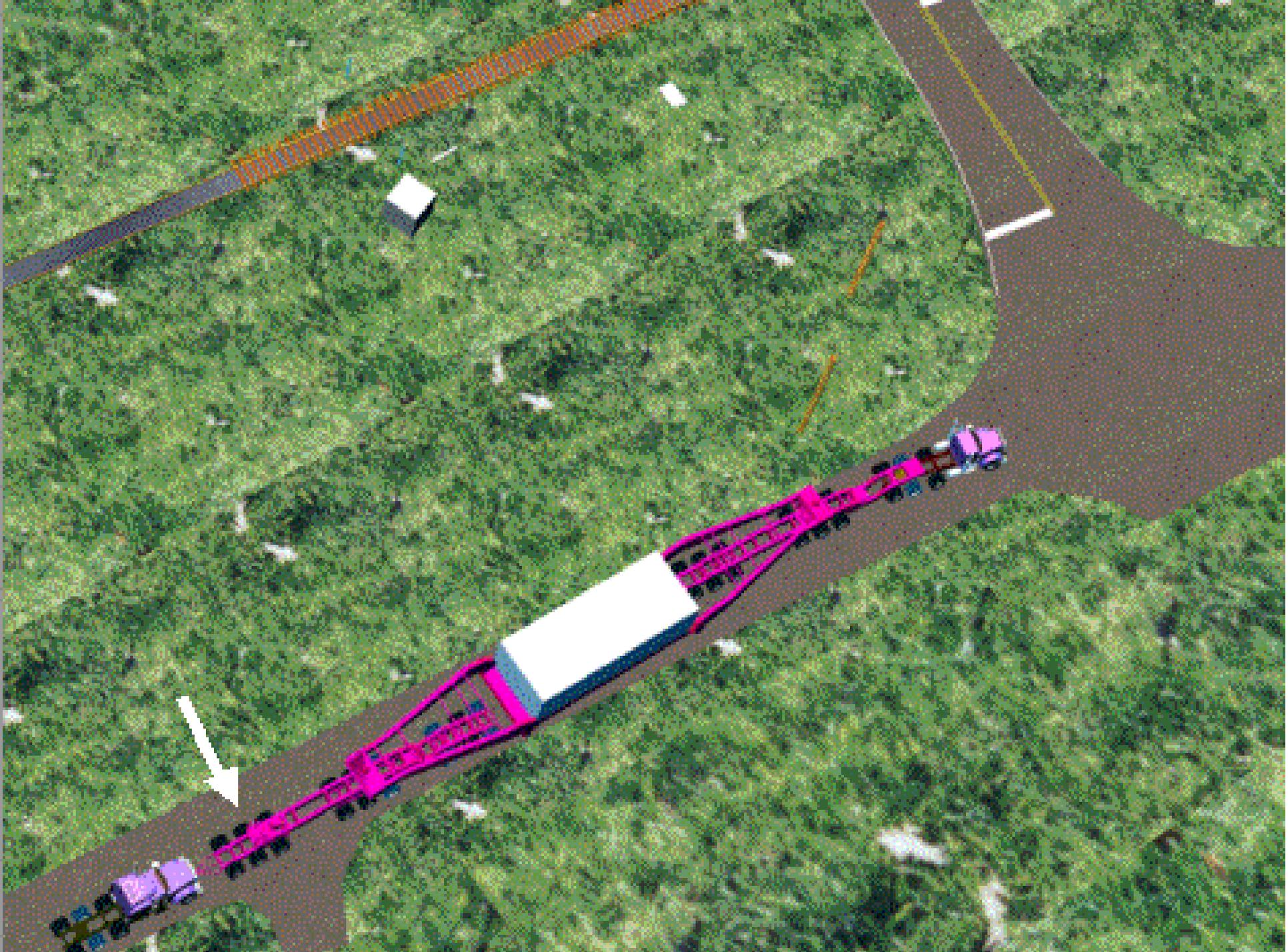


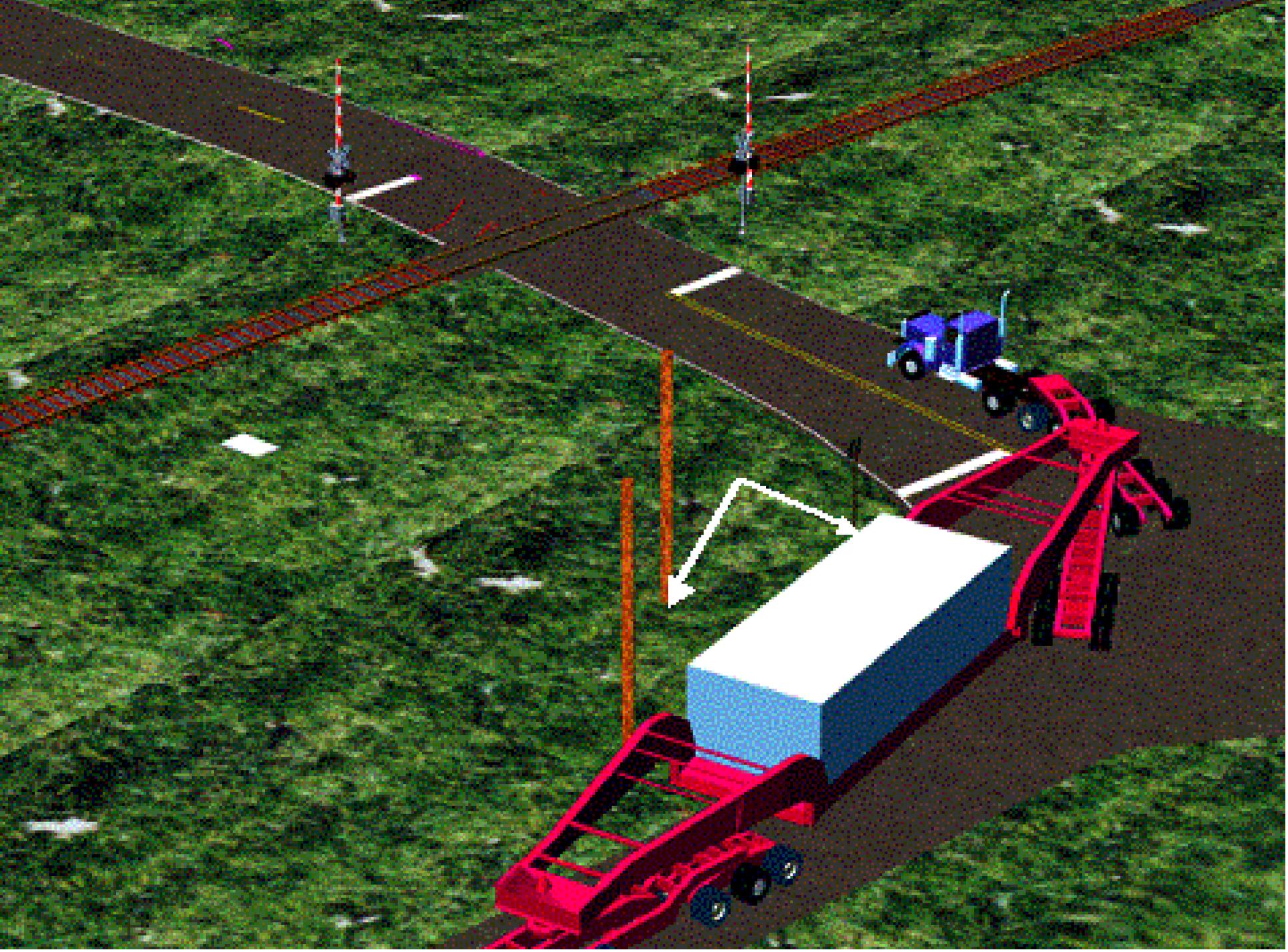
Gary Van Etten
Ron Kaminski
Mike O'Neill
Shane Lack
Kristen Poland
Larry Jackson
Gina John
Mary Ann Ferencz
Michele McMurtry



- Visualization
Shane Lack

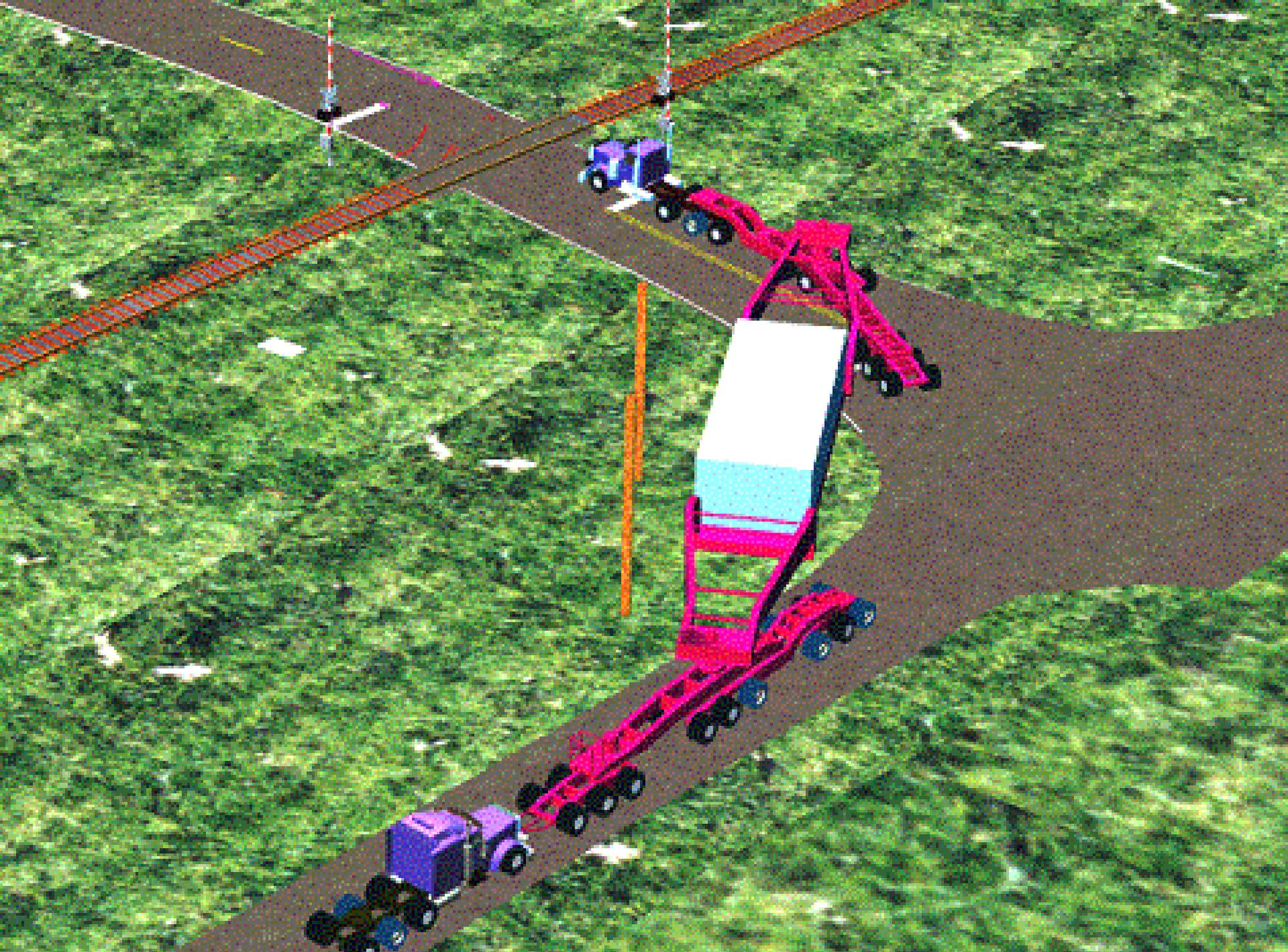


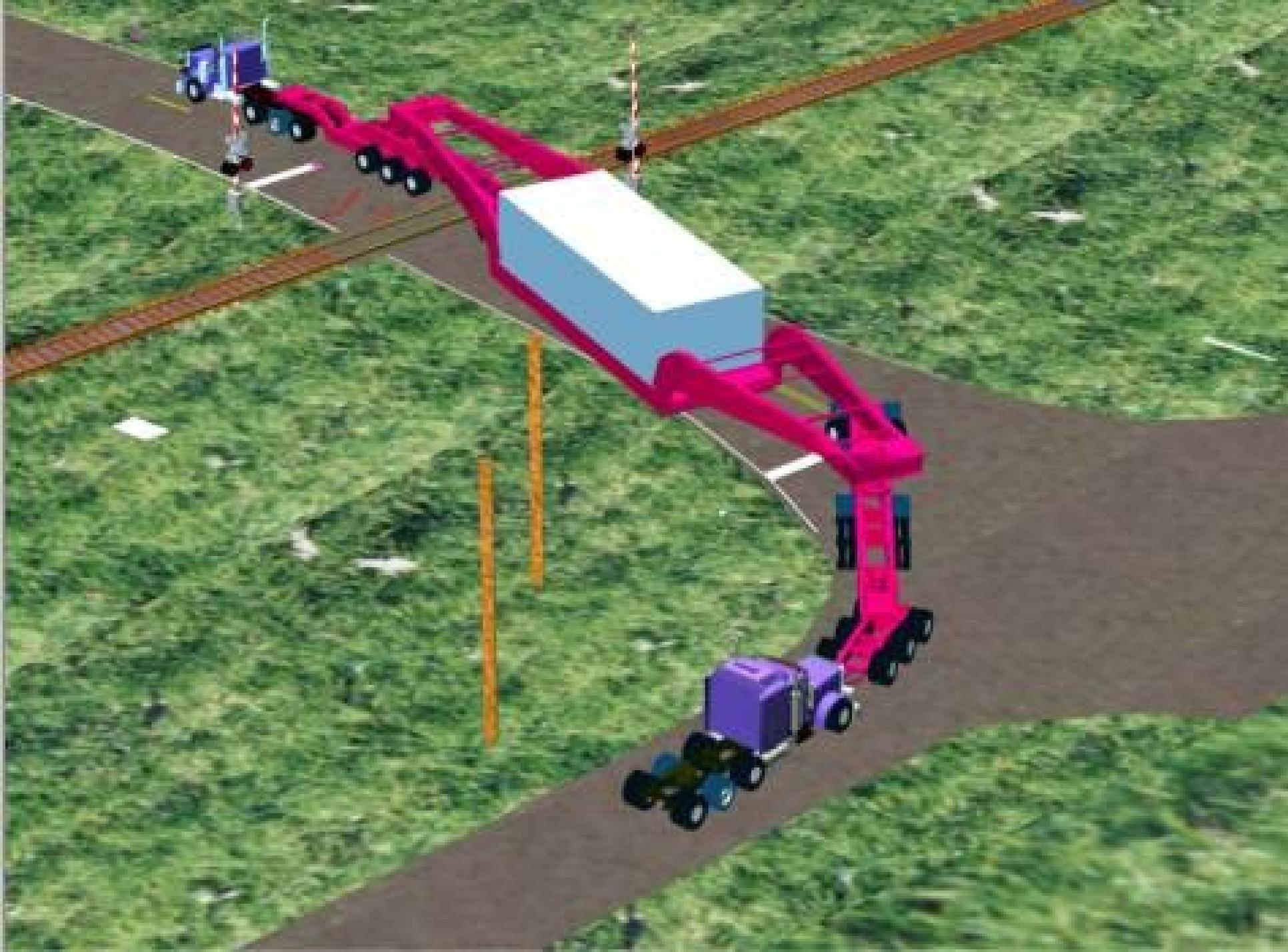






STOP









Issues

- The ineffective execution of the roles and responsibilities of the power company and its contractors and subcontractors, the Florida Department of Transportation, the motor carrier, the truckdriver, and pilot car drivers in planning and effecting the movement of this oversize load;



Issues (continued)

- The adequacy of the railroad notification requirement;
- The consistency and availability of information regarding railroad notification; and
- The lack of low-clearance warning signs and standard 1-800 emergency number signs.



- Movement of the
Oversize/Overweight Load
Gary Van Etten



Kissimmee Utility Authority - KUA

Black & Veatch Corporation

(General Contractor)

Thermal Engineering International

(Install Condenser)

Mark Steel Company

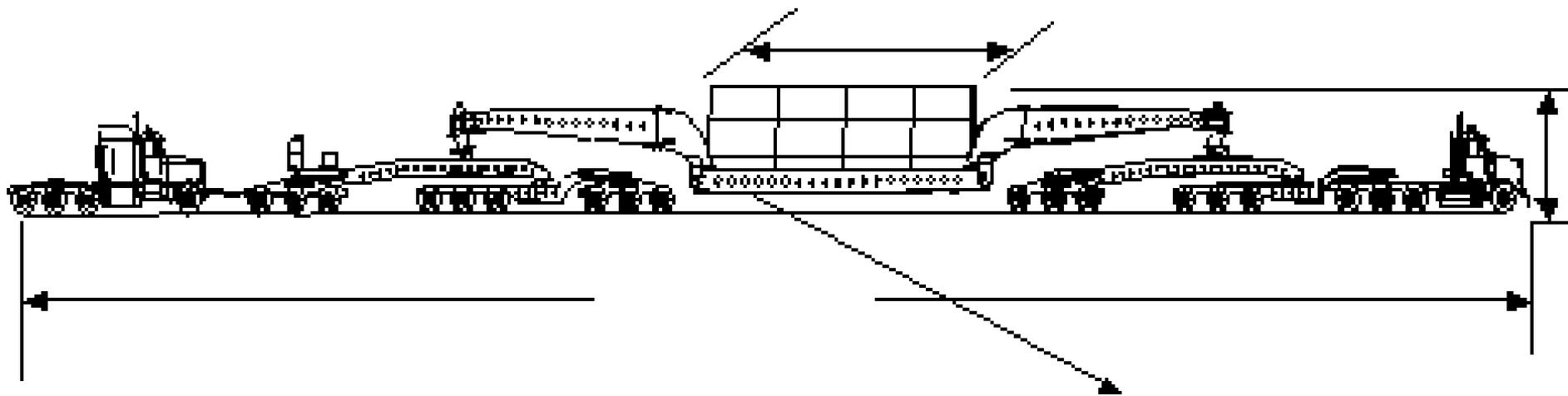
(Built Condenser)

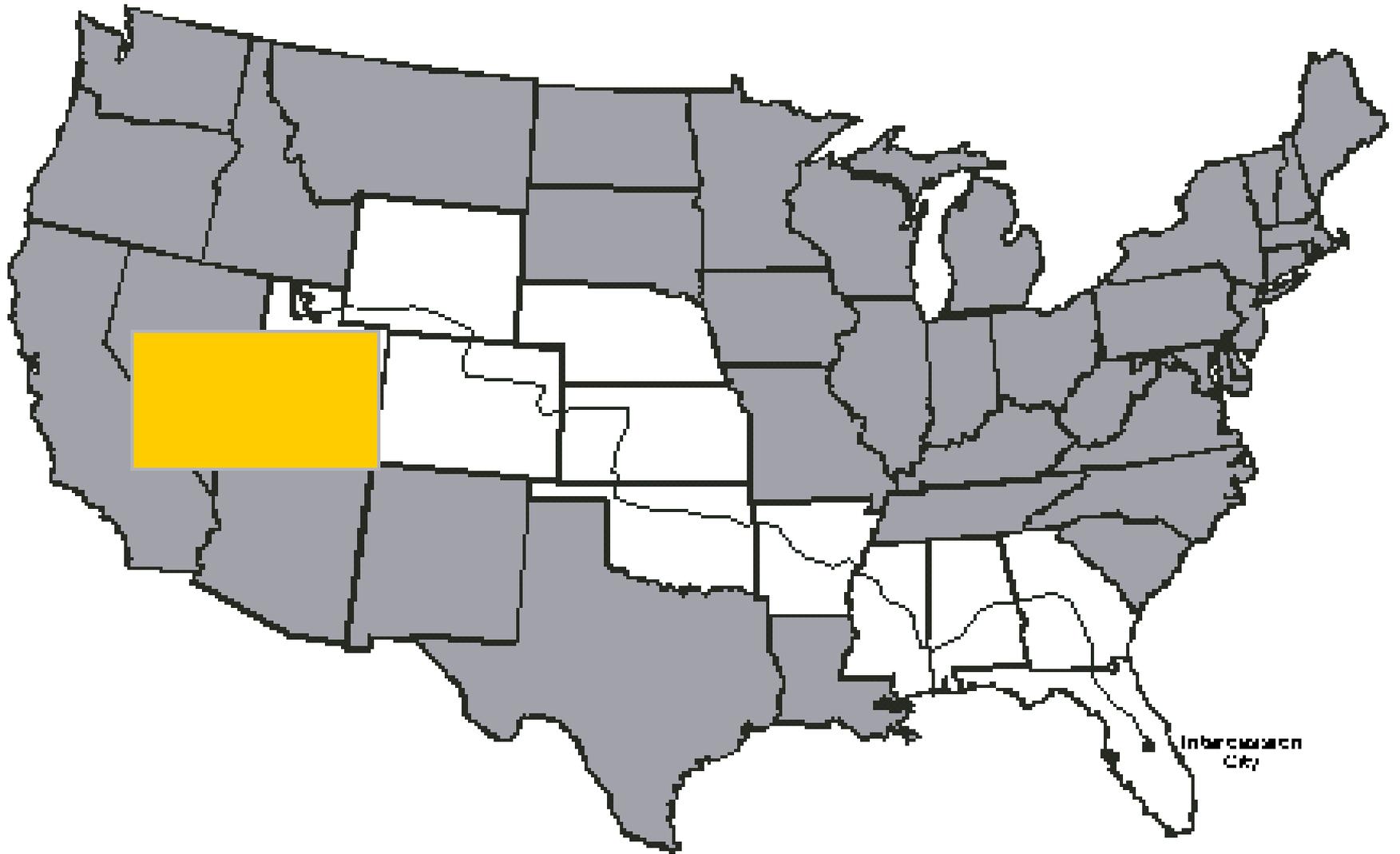
Molnar World Wide Heavy Haul

(Transporter)









STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

FAX TRIP PERMIT

EFFECTIVE DATE:

VP0230

ERMIT# NB 033803

11/17/00-11/21/00

END TO:
INVOICE NAME:

903-675-1630

ERMITTEE: MOLNAR HEAVY HAUL CO.
P.O. BOX 2197
ATHENS ,TX 75751

PERMIT FEE: \$190.00
FAX FEE: \$5.00
TOTAL FEE: \$195.00
TYPE OF PAYMENT:
CREDIT CARD

IDENTITY OF LOAD:

HAUL CONDENSER ON TRUCKTRACTOR & SEMITRAILER
OVERDIMENSION CANNOT BE CAUSED BY MULTILADING./

FROM: GEORGIA LINE

TO: INTERCESSION CITY

ROUTE: I-75, SR-26, US-27, I-75, SR-44, US-27, US-17/92
MUST USE OFF/ON RAMP AT I-75 OVR SR-200 BRIDGE # 360063

HEIGHT: LEGAL FT 00 IN M LENGTH: 189 FT 00 IN 57.61 M WIDTH: 16 FT 00 IN 4.88 M

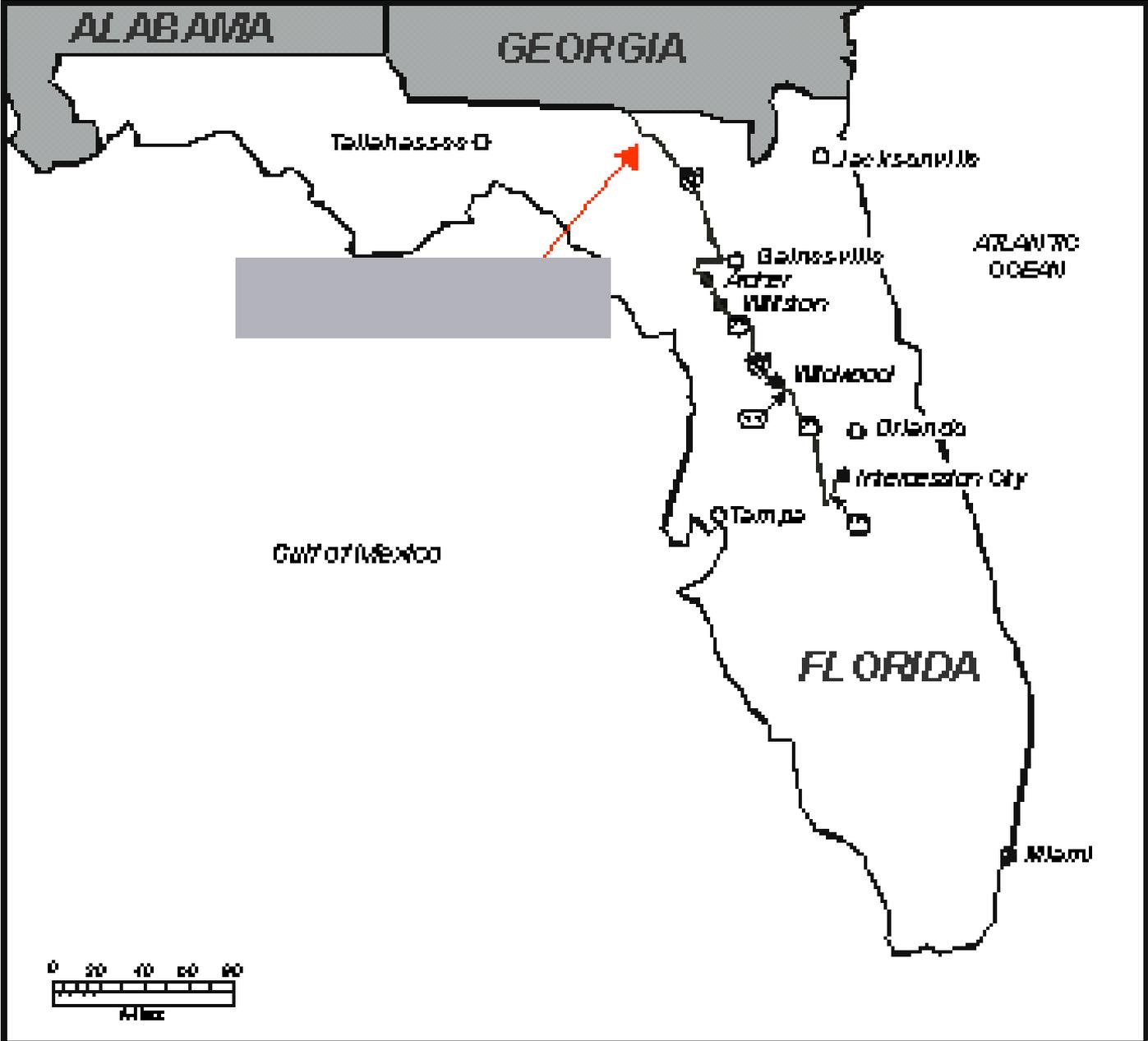
WEIGHT: GROSS WEIGHT: 0385000 LBS 161028 KG MIN. NUMBER OF AXLES: 19

LE CODES:

IF OVERWEIGHT, RESTRICTED TAG OR 80,000 LB REGISTERED GVW REQUIRED.
MIN 51 FT OUTER BRIDGE UNLESS DIFFERENT IN REMARKS OR ATTACHMENT.

- 01) MOVEMENT SHALL BE IN COMPLIANCE W/FS 316.08, 316.170 & F.A.C. RULE 14-26.
- 02) PERMIT MAY BE VOIDED BY ANY VIOLATION OF CONDITIONS OR ALTERED OR VIOLATED
- 03) NO MOVEMENT ALLOWED ON HOLIDAYS OR AFTER 12 HOUR DARKNESS & SUNDAY.
- 04) DAYTIME HOURS ONLY - 1/2 HOUR BEFORE SUNRISE TO 1/2 HOUR AFTER SUNSET.
- 05) MOVEMENT PROHIBITED WHEN VISIBILITY IS LESS THAN ONE THOUSAND(1000) FEET
- 06) VALID FROM ORIGIN TO DESTINATION (1) TRIP ON STATE MAINTAINED ROADS ONLY
- 07) WARNING SIGNS, FRONT & REAR, BLACK LETTERS 12 IN. HIGH ON YELLOW.
- 08) HIGH VISIBILITY FLAGS REQUIRED MIN 12 INCHES SQUARE FOR ALL MOVEMENT.
- 09) TWO (2) 360 DEG AMBER WARNING LIGHTS REQ'D (1) FRONT & (1) REAR OF LOAD..
- 10) ESCORTS SHALL BE QUALIFIED AS PRESCRIBED IN 14-26.012.
- 11) (2) ESCORTS REQUIRED, (1) FRONT & (1) REAR.
- 12) MINIMUM 26001 LB REGISTERED GVW VEHICLE REQUIRED.
- 13) NO MOVEMENT OVER 12 FT WIDE OR 85 FT LONG 7AM-9AM & 4PM-6PM WEEKDAYS ON:
- 14) (1) ALL STATE MAINTAINED ROADWAYS IN DADE, BROWARD, PALM BEACH, ORANGE, HILLS
- 15) BOROUGH, PINELLAS, DUVAL COUNTIES. (2) STATE MAINTAINED ROADWAYS IN DAYTONA
- 16) BEACH, GAINESVILLE, LAKELAND, MELBOURNE, PALM BAY, PENSACOLA, PORT ST. LUCIE,
- 17) SARASOTA, TALLAHASSEE (INTERSTATE SYSTEM EXCLUDED IN THESE CITIES).
- 18) ***THE MAX WIDTH SHOWN INCLUDES ALL OVERHANG & PROTRUDING ITEMS ***

REMARKS: TAG #: R20589 / REQUEST # 1000-817 /
SEE ADDITIONAL SHEET FOR AXLE WEIGHTS & SPACINGS./



- **Larry's Escort Service – Florida Certified Unaware of the Florida Requirement**
Accident driver said he crossed about 15 grade crossings on his trip and never notified any railroad before crossing its tracks.





- The Adequacy of the
Railroad Notification
Requirement
Michele McMurtry



Railroad Notification Requirement

Any equipment or structure having

- Railroad Notification Requirement
Any equipment or structure having
 - A normal operating speed of 10 or less miles per hour or
 - A vertical body or load clearance of less than 1/2-inch per foot of the distance between any two axles or in any event of less than 9 inches



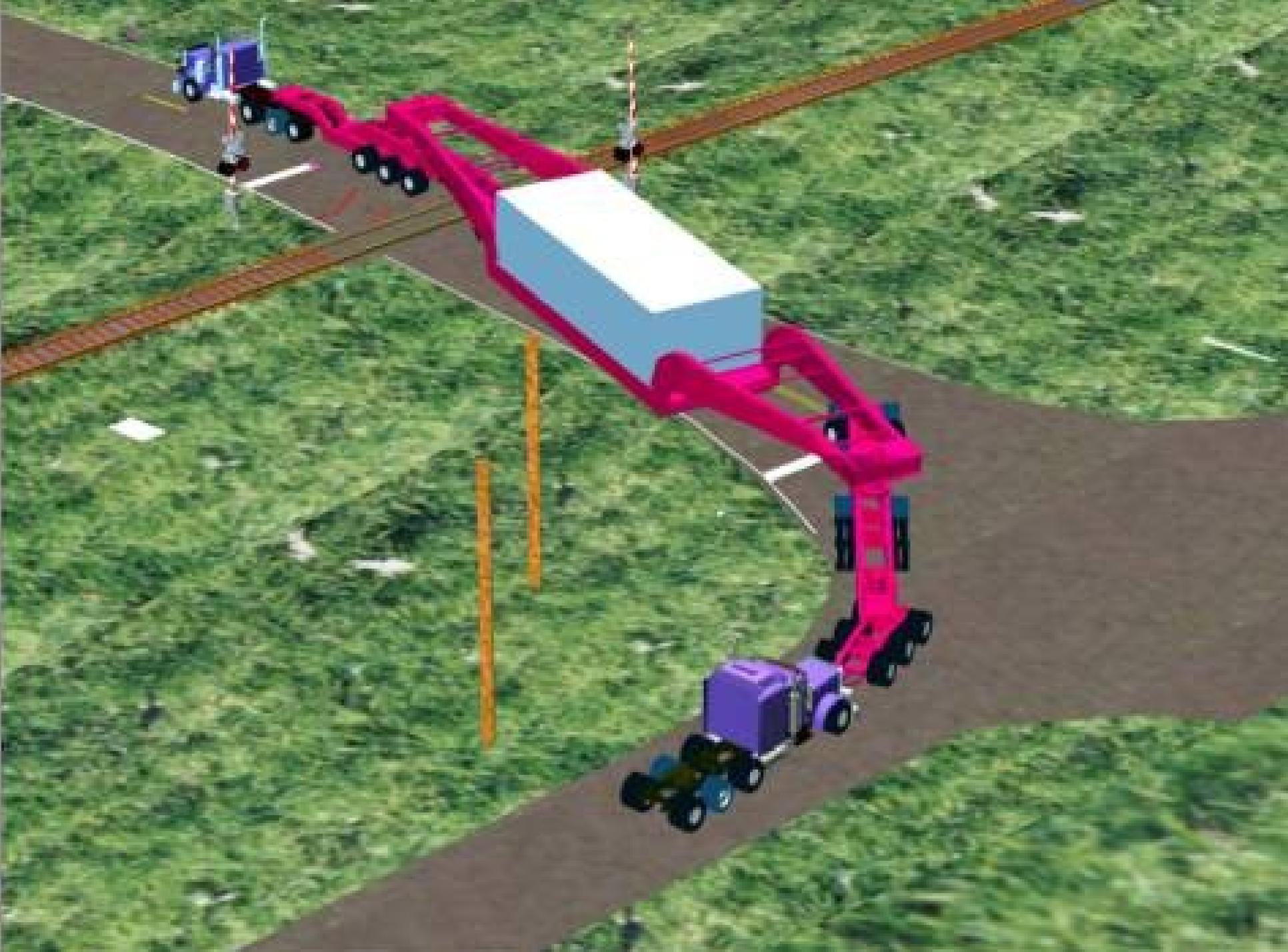
Accident Vehicle

- “Normal operating speed” over 10 miles per hour
- Using the formula the critical ground clearance was 26 inches
- Cargo deck could be raised to 32 inches
- Not clear that this vehicle would fit the *Uniform Vehicle Code* definition







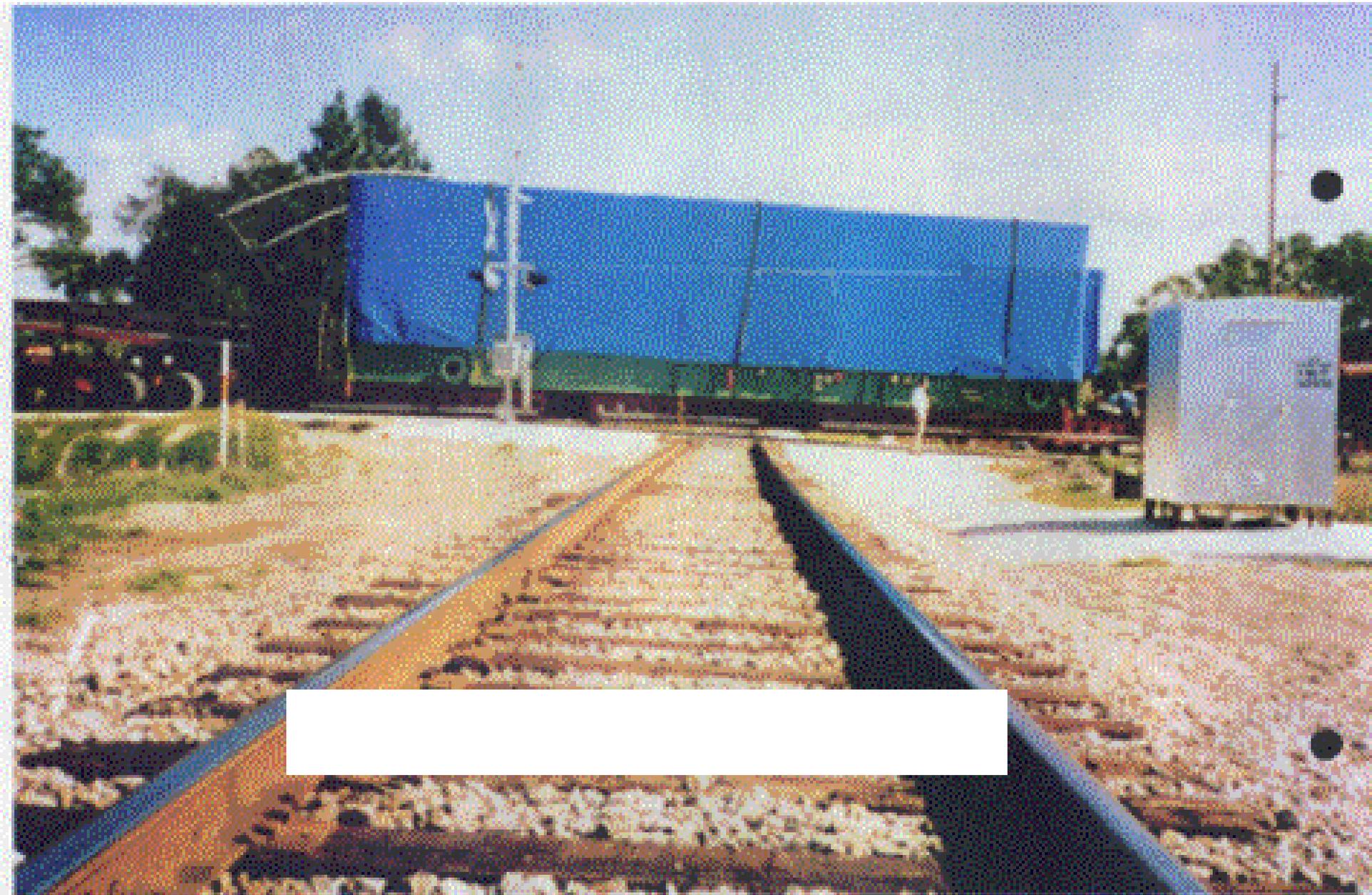


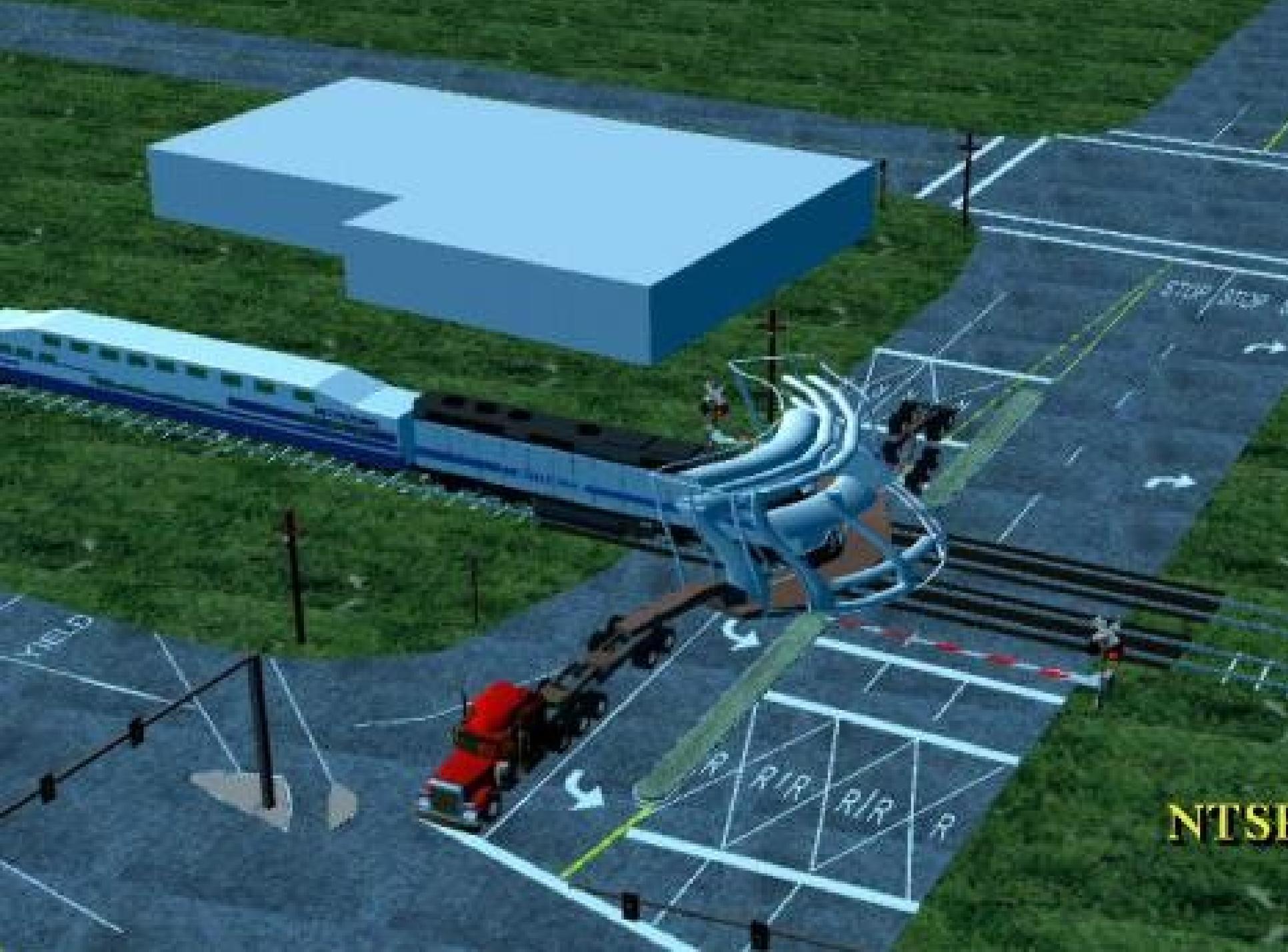


Previous Accidents

- 1993 Intercession City,
- 2000 Glendale, California, and
- 2000 Sumner, Washington







NTSI

Relevant Speed

The relevant speed is the actual speed over the crossing.



Railroad Notification Law

- Florida State Statute 316.170
- Modeled on the *Uniform Vehicle Code*, Section 11-703
- Published by the National Committee on Uniform Traffic Laws and Ordinances (NCUTLO)



Current NCUTLO Members

- 16 States
- 8 Associations
- 2 Corporations



Agencies to Work Together

- NCUTLO revises the *Uniform Vehicle Code*
- FHWA

Office of Safety currently has a contract with the NCUTLO to develop a model law on grade crossing safety.

Office of Freight Management and Operations provides limited Federal oversight on the transportation of oversize/overweight loads.



Other Agencies

- Federal Railroad Administration
- Federal Motor Carrier Safety Administration
- American Association of State Highway and Transportation Officials
- Specialized Carriers & Rigging Association
- Truck Trailer Manufacturers Association



Other Agencies (Continued)

- American Short Line and Regional Railroad Association
- representatives from all class 1 and regional railroads



Adequacy and Consistency of Railroad Notification Information

Gary Van Etten



- *SC&RA – Oversize/Overweight Permit Manual*

FRA – Compilation of State Laws and Regulations Affecting Highway Rail Grade Crossings

Each State's permit office

Each State's traffic law



SC&RA Manual

- **Of the 34 States having this notification requirement, only 20 were listed as having it.**
- **Of the 10 States the accident driver went through, only 4 were listed as having this notification requirement.**



FRA Publication

- **Of the 34 States having this notification requirement, only 26 were listed as having it.**
- **Of the 8 States the accident driver went through, only 6 were listed as having this notification requirement.**



State Permit Offices

- **Of the 34 States having this notification requirement, only 10 States responded that there was such a requirement in their State.**
- **Of the 8 States the accident driver went through, that had the requirement, only 1 State permit office responded that the State had this notification requirement.**



Traffic Laws

State Traffic Laws on the Internet



**No State puts the text of the law on
its permits.**

**New York requires carriers to submit the
phone numbers of the railroads over whose
tracks they will cross PRIOR to the issuance
of the permit.**



- **Criteria for assessing grade crossing safety for low-ground clearance and slow-moving vehicles**

- **Approach and departure grades**
Proximity to turns (intersections)
Vehicle configuration



No One Source Has All of the Information

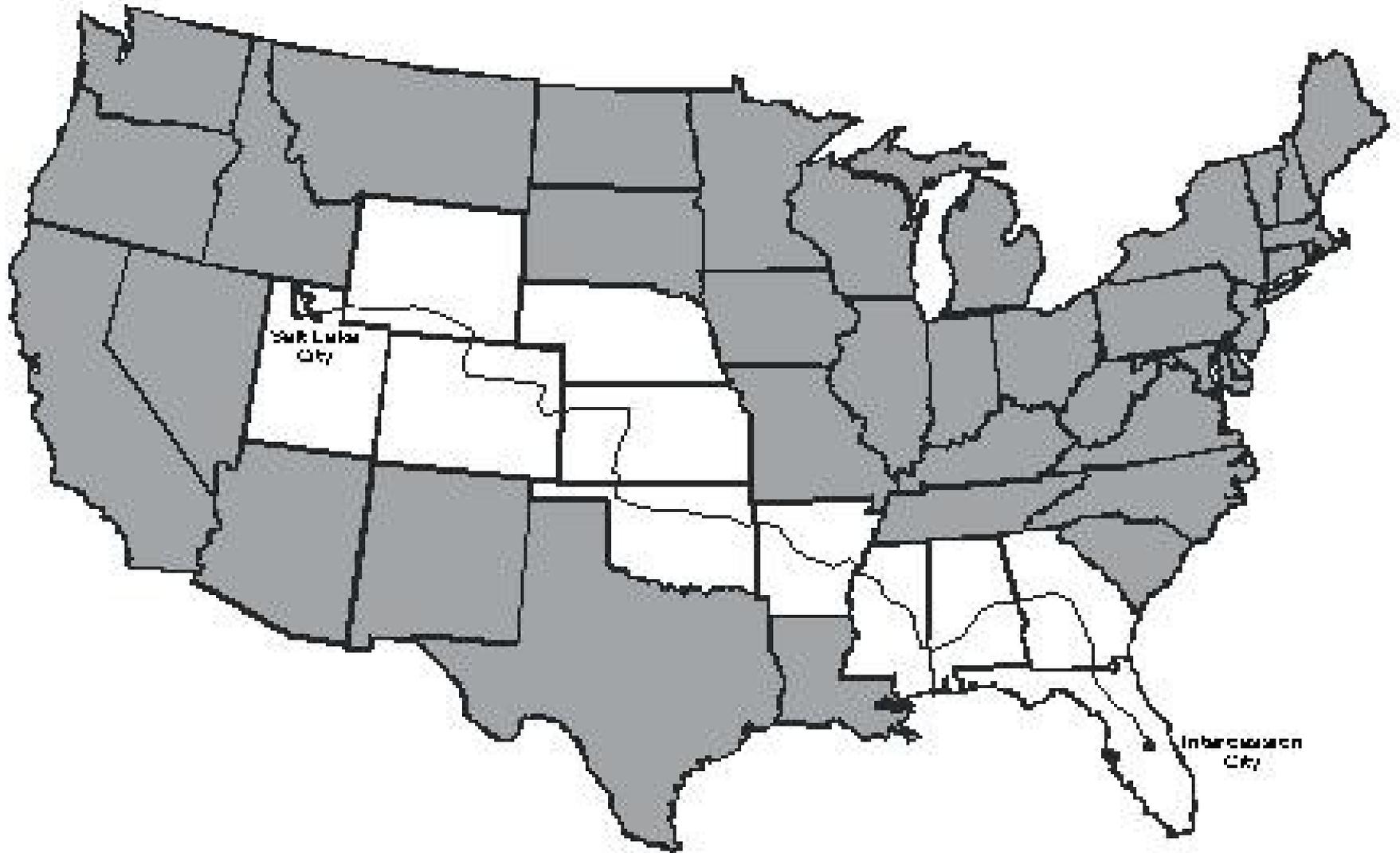
State and local governments

FRA grade crossing inventory

The carrier







Railroad Notification Programs

Ron Hynes



Safe Passage for Oversize Shipments

- By their nature, oversize shipments may take a relatively long time to cross the track at a highway-rail crossing.
- Once notified, and proper arrangements have been made, railroads can take action to safeguard the move over the crossing.



CSXT's Requirements

- Truck operator contacts CSXT;
- CSXT requires 2-week notice, followed by a 48-hour verification of arrangements; and
- CSXT charges the vehicle operator \$350 per event.



CSXT's Procedures

- CSXT sends an employee to the crossing.

Employee contacts the train dispatcher and waits until trains are clear of the area.

Employee occupies the track in his name.

Employee assures that the oversize shipment traverses the crossing safely.

Employee returns the use of the track to the train dispatcher.



Other Railroads

- Safety Board surveyed other railroads and found that the method of providing for safe passage varied widely.
- Most railroads required a week's notice, but could be flexible.



Other Railroads Cont'd

- Some railroads send an employee to the crossing to safeguard the move.
- Other railroads asked that the motor carrier contact the train dispatcher and verify that no trains are approaching the crossing.
- Kansas City Southern indicated that the vehicle operator could call the 1-800 emergency number posted at the crossing.
- Norfolk Southern indicated that unless a motor carrier knew the correct number, contacting the right person would be difficult.



Other Railroads Cont'd

- CSXT was the only railroad to charge the motor carrier for safeguarding the crossing.
- Other railroads required a deposit, which was refunded unless the crossing was damaged or trains were delayed.
- Most railroads required payment if crossing warning devices were required to be temporarily removed to allow the vehicle to pass.



Railroad Contact Information

- Finding the correct person to contact can be difficult.
- Railroads often include the 1-800 emergency number and crossing safety information on their Web site.



Railroad Contact Information Cont'd

- No one source, however, listed the essential steps to be taken by operators of low-clearance or slow-moving vehicles.

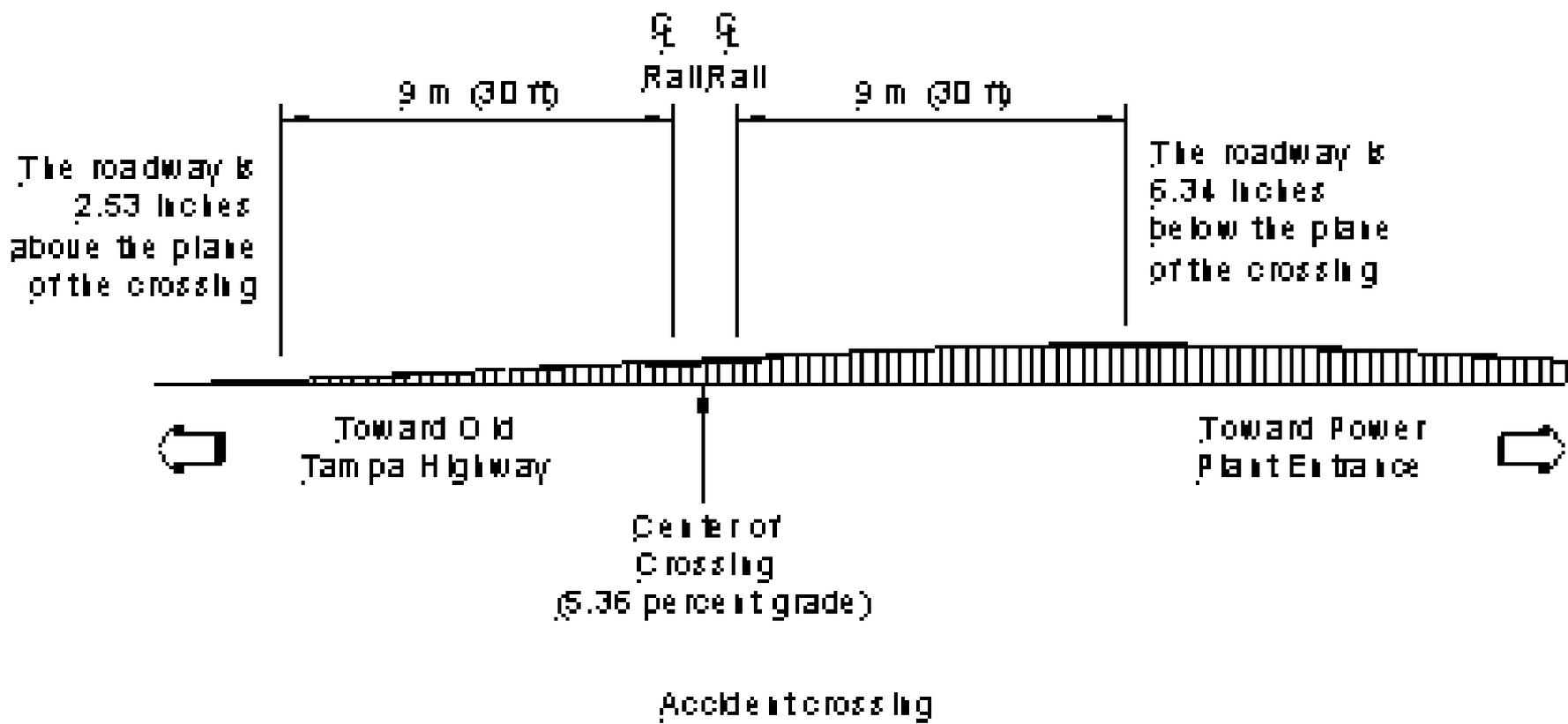


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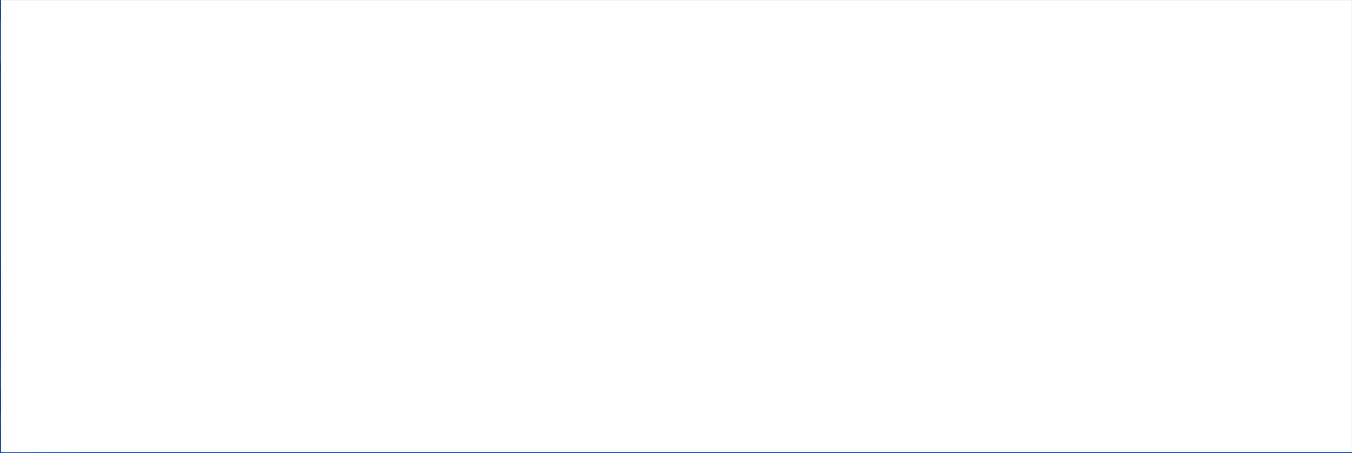












Crossing approach and departure grades of 3 inches above and 6 inches below the top of the nearest rail at a point 30 feet from the rail unless track superelevation dictates otherwise.



Current Guidelines

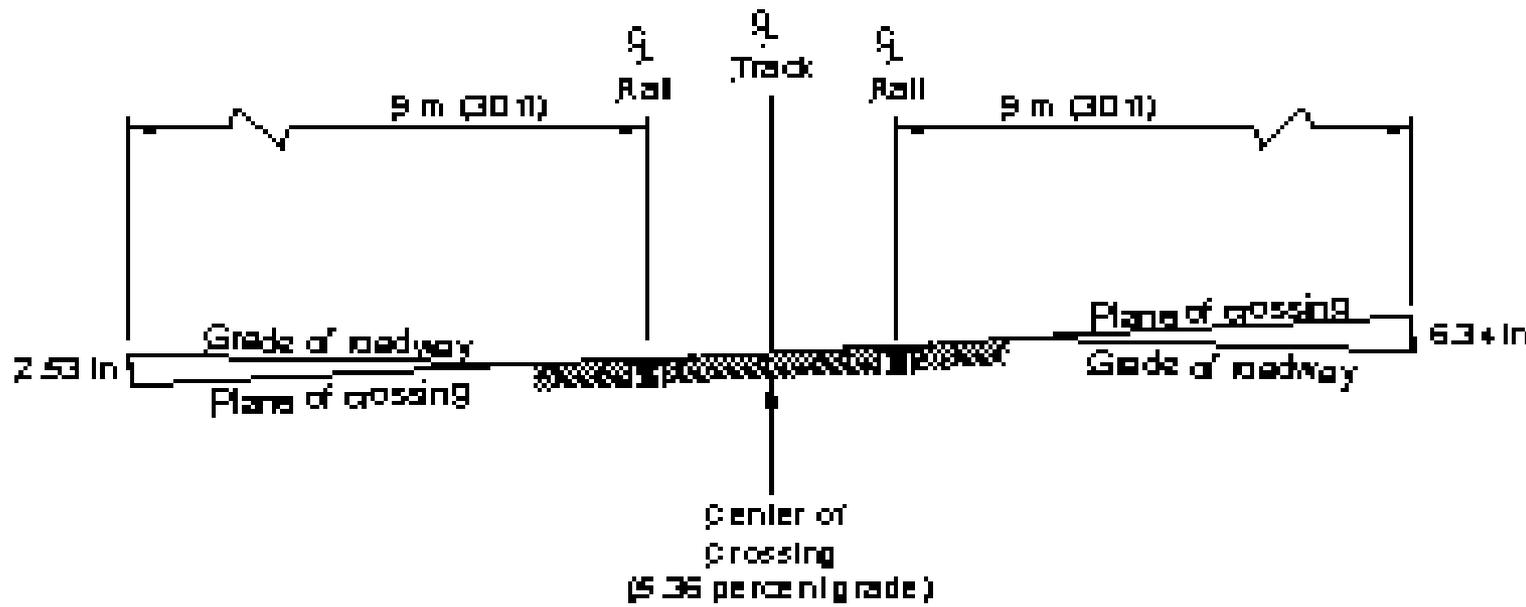
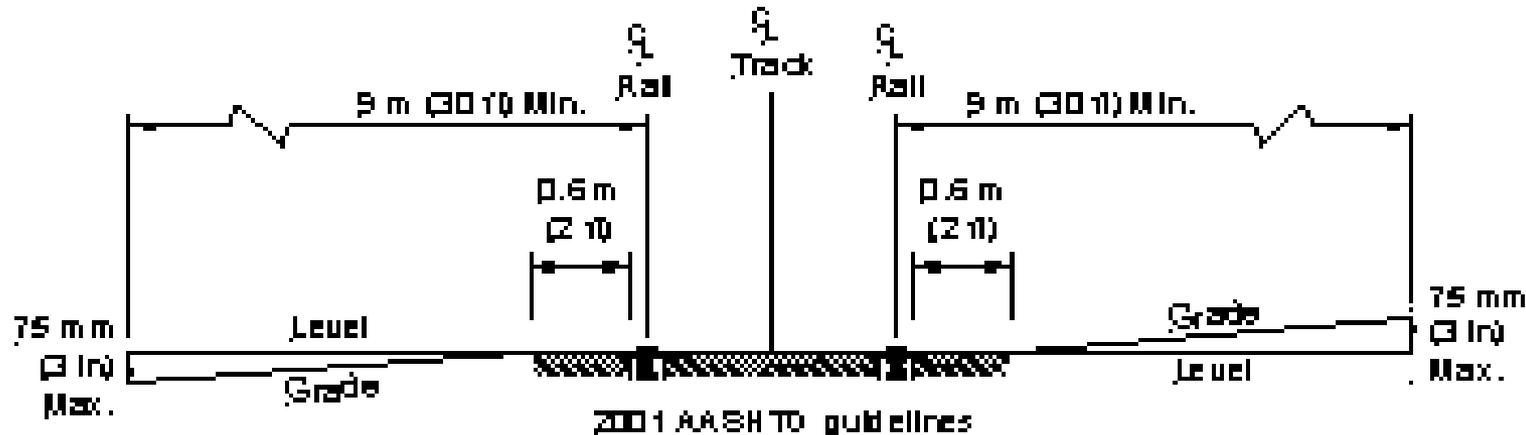
- American Railroad Engineering Association
- American Association of State Highway and Transportation Officials



2001 American Association of State Highway and Transportation Officials Guidelines

Crossing approach and departure grades of 3 inches higher or lower than the top of the nearest rail at a point 30 feet from the rail unless track superelevation dictates otherwise.





AASHTO guidelines applied to sudden crossing







W10-5

